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Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (required).  
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**A** FIRST CLASS HOTEL Situated near the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator, hot and cold water throughout.

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Launch Service for Guests.

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**Hongkong, 31st October, 1932.**

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**T**HIS favorite and long-established Hotel is situated on the sea-front, commanding a magnificent view of the harbour and adjacent islands, and is open to the cool southerly breeze in summer.

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Picnic, Boating or Shooting Parties specially catered for. A commodious and comfortable stern-wheel Horseboat, with sleeping accommodation for six passengers and every convenience is provided for the use of visitors, at reasonable rates.

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Steamers to and from Macao every morning and afternoon.

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[s:3]

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A most pleasant retreat for those desirous of a few days rest and quiet.

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Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Heungshan*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with these centres.

Cable Address—"BOAVISTA."

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254] THE MANAGER







## SUPREME COURT.

Thursday, 10th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

## DISPUTES ABOUT THE BUILDING OF STEAMSHIPS.

A case was called in which Tso Cheung Shi, widow, 162, Queen's Road West, suing as executrix of Tso Hong Po deceased, claimed from To Shing, 22, Peel Street, \$28,000 money received and \$12,000 damages for breach of contract in respect to the building of two steamships. Hon. H. E. Pollock, K.C., barrister-at-law (instructed by Mr. F. B. L. Bowley of Messrs. Denny and Bowley, solicitors), appeared for the plaintiff; and Mr. M. W. Slade, barrister-at-law (instructed by Mr. C. E. H. Boavis of Messrs. Wilkinson and Grist, solicitors), was for the defendant.

Mr. Slade said he must make a further application for an adjournment in order to enable them to obtain certain documents which a telegram received only on Tuesday said were on their way from Hanoi. The vast majority of the papers in the case were down there, being in use in connection with the case that was going on in Hanoi. The only information that certain documents had been sent. He would also mention that they had not received from the other side copies of certain material documents which they had in their possession; some which had been received within the last half-hour were very long and complicated. They themselves had been unable to deliver to the other side copies of many of their documents, but they were admittedly unprepared to carry on this case. Some of these notes had come into their hands only two days ago; they had used the utmost promptitude in getting these translated but could not get it done before because they had not the documents. Under the circumstances he thought it would only be in the interests of justice for the purpose of arriving at the truth of this case to grant an adjournment. The application was not made on frivolous grounds but on really material grounds.

His Lordship—What do you say, Mr. Pollock?

Mr. Pollock—I am instructed that eight or nine months ago—

His Lordship—Do you consent?

Mr. Pollock—No.

His Lordship said that in that case he would not grant an adjournment. He had had this matter before him very fully. It was set down originally for trial in August but was postponed till November. Another application was made in November after he had arranged everything and given up the time to this case which he would otherwise have appropriated to other cases. On that occasion he gave a further adjournment till 10th December, when he intimated that in nearly every case that had come on lately some one would apply at the last moment for an adjournment. Only two days ago he had heard a summons in this case as to whether there should not be an adjournment and both parties had consented.

Mr. Slade explained he only agreed not to press his summons on the ground that certain documents were coming into their possession which they believed would enable them to win their case.

His Lordship remarked that there had been already three applications for adjournment. Parties had had ample opportunity of getting the required documents. Mr. Henry Piry appeared to have some litigation down in Hanoi which he seemed to think more important than this litigation here. He was not going to have that Court made a convenience for anybody who chose to come and get him to sit. He was not going to adjourn this case; he was going to hear it.

Mr. Slade said that many of the documents were actually in use in the court at Hanoi; they could not be in both places at once; certain documents were actually on their way.

His Lordship—I decline to adjourn.

Mr. Pollock in opening the case submitted the statement of claim which bore date on or about 19th February, 1901, defendant entered into a verbal agreement with Chua Yik Shang whereby defendant agreed to build, complete, and equip a paddle-wheel steamship within nine months from that date for a price of \$48,000; and on or about 7th April, 1901, defendant entered into a second verbal agreement with Chua Yik Shang whereby defendant agreed to build, complete, and equip a second steamship within a period of eight months from that date for a price of \$30,000; the steamers to be delivered on proper payments being made. The plaintiffs claim, said Mr. Pollock, was made simply and solely on the ground that defendant had failed to carry out the contract he entered into with the deceased husband of the plaintiff. The plaintiffs case rested upon certain written documents of which, he submitted, the interpretation was perfectly clear. The first document of importance was the agreement of 9th October, 1901. After the work had been begun defendant received from the plaintiff various sums on account amounting to \$49,000, the balance to be paid when the steamers were delivered. Although there was no interpretation clause in this document, as a matter of fact he would be in a position to prove that this document of 9th October and a subsequent one of May, 1902, were interpreted to the defendant by Mr. Yau Kwan Un, the interpreter to Messrs. Denny and Bowley. The only question to be fought out in respect to the agreement was its proper legal construction. They came before the Court to ask damages because the agreement had not been carried out. They said that the document could only have one meaning, which was that the plaintiff was entitled, on the proper payments being made, to delivery

of these launches. The first launch was handed over to plaintiff's nominee, but with regard to the second launch there was a difficulty and it was not handed over, for while they were actually applying through their solicitors to have it completed and finished off it was spirited away up to Canton. Then security was ordered.

His Lordship—Yes, \$30,000 security, I remember.

Mr. Pollock went on to argue that the agreement was about as clear an agreement as could be made. On the contract it appeared that in addition to the \$49,000 that had been paid a further sum of \$15,000 was paid on account of the balance due. Therefore there only remained a balance of \$14,000 to be paid altogether on account of the launches. The position of parties then, after this document had been signed and the money handed over was that the defendant was bound to deliver the launches upon the receipt of the \$14,000. It was quite clear that the defendant had broken his contract. He thought it was admitted that the launch was taken away out of the jurisdiction of the Court and they said that the defendant by not delivering it to the plaintiff broke his contract and must pay them as damages the value of the launch. As to its value, an offer of \$40,000 had been made for the launch.

Evidence was afterwards taken for the plaintiff.

The Court adjourned at 4.30 until 10.30 a.m. to-day.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (JUDGE).

## REBATE METERS.

The Hongkong and China Gas Co., Ltd., sued Mrs. T. A. Bateman for \$21.40 in respect of gas and fittings supplied. Mr. E. J. Grist of Messrs. Wilkinson and Grist, solicitors, appeared for the plaintiff firm and Mr. J. Hays of Messrs. Johnson, Stokes and Master, solicitors, was for the defendant.

Mr. Hays complained that he had not seen the particulars of claim; these had only been sent in at the last moment.

Mr. Grist said that if he wanted an adjournment he had better apply for it at once.

His Lordship—I should like to know something about the defence. You are not going into the question of bad gas, are you? (Laughter.)

Mr. Hays—It is a matter of whether or not your Lordship can possibly believe that the meter—

His Lordship—I can believe anything about meters.

Mr. Hays—You can believe anything about meters?

His Lordship—Yes, water or gas.

Mr. Hays—Then it is perfectly possible to imagine that the defendant in this case had been charged with more than—

His Lordship—The proper course if you don't think a meter right, is to send and tell the Company to test it. If it is found to be wrong then they have to pay the cost. I think it is the same practice here as it is at home. If the meter is right you have to pay.

Mr. Hays—Not until after it was tested did it read in a normal or sensible way at all. For one month the gas consumed, according to the meter, was no less than five times more than the same month of the previous year, or any one month this year.

His Lordship—I had exactly the same thing. A man named Collins, who is in bankruptcy now, a cycle-manufacturer, stated that in one month the price of his water rose about three times.

Mr. Hays—It is the amount of gas alleged to have been consumed.

His Lordship—But we see the same thing regarding water.

Mr. Hays—I submit that your Lordship is sitting in this Court as a jury—if it went to jury they would unanimously find it is absurd to imagine that Mrs. Bateman's house could possibly consume 5,000 feet of gas unless the people turned on all the jets for fun during this day.

His Lordship—I had to pay when I was not living in the house at all. The Gas Company charged me exactly the same amount and I was not in the house at all. You had better pay, I think. It is a very hopeless thing fighting water and gas companies, I can tell you.

Mr. Grist pointed out that Mrs. Bateman wrote to Messrs. Jardine, Matheson and Co., the local agents, saying he was perfectly willing to send them a cheque for the outstanding amount, if in their opinion she had not been wrongfully overcharged. She agreed to pay, and could not possibly get over it.

Mrs. Bateman—Yes, if they could prove I have used that amount.

His Lordship—Of course they could prove it.

Mr. Hays—It is my client's contention that the Company have failed to prove it, excepting by the idiotic reading of the meter.

Mr. Grist—The Company replied saying that the meter has been fully gone into and they really could not see that she is hurt in any shape or form.

Evidence was afterwards called and his Lordship gave judgment for plaintiffs with costs.

The Public Prosecutor of Berlin has brought a suit against a clique of usurers and marriage brokers who have been demanding \$50,000 from Count von Karlsch-Monach, who in 1901 married a Pennsylvania heiress. It appears that these brokers secured the Count with the funds he needed to pay court, first unsuccessfully, to Miss Faber, daughter of the wealthy pencil manufacturer, and afterwards to the American lady in question. They financed the matrimonial venture, in a word, and now insist upon receiving their share of the profits. It is not easy to see wherein these speculators are more to blame than the "noble" adventurer himself.

## POLICE COURT.

Thursday, 10th December.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

## CURIOUS PROCEEDINGS IN A CASE OF ALLEGED THEFT.

Li Fu, Lam Wo, Keng Kwan, and Ho Tsat were charged with stealing 23 tons of coal, the property of the Mitsui Bussan Kaisha, and Kwak Tim, master, and Ng Yau, boatman of cargo-boat No. 6,136, were charged with receiving 15 tons of the same.

E. Hasegawa, a clerk in the employ of the Mitsui Bussan Kaisha, deposed that on the 7th inst. he engaged lighter No. 595 to receive coal from the a.s. *Pekhoi*, and on the 8th instant the steamer commenced discharging, 19 tons of coal being placed in the said lighter. The discharge into this lighter ceased at 4 p.m. The lighter can carry about 45 tons. Witness saw coal still on board the lighter on the 9th inst. There were then about 14 tons. That coal belonged to the Mitsui Bussan Kaisha.

At this stage of the proceedings Mr. O. D. Thomson, solicitor, applied for a remand, as he was retained to defend the fifth defendant Kwak Tim, but had not had time to hear his story, as the man was under arrest. His Worship refused the application, stating that there was no necessity for a remand, and there were too many of these applications for remands, and that he had had enough of them. Mr. Thomson pointed out that having only just been retained he had not yet heard his client's story, and could not, therefore, know what his actual line of defence was. His Worship said that he could hear that in five minutes. Mr. Thomson rejoined that in his experience, and probably in His Worship's, it had generally been found impossible to get a connected story out of a Chinaman in five minutes.

His Worship said he did not care for that, he had had to do it himself, and so could he (Mr. Thomson) if he made an effort. Mr. Thomson said that unless he could have a talk with his client it would be impossible to go on with the case, and therefore he must retire from it, adding that this was the first time such an application had been refused within his knowledge. His Worship again said he did not care for that; and after some further argument on the same lines, His Worship said he would adjourn the case till 11.30, it being then 11 o'clock. Mr. Thomson remarked that such an adjournment was useless for his purpose if he was to do either his client or himself justice, and formally retired from the case, and left the court. Evidence was then given of the arrest of the prisoners, the first four of whom jumped into the sea on the approach of the police. Evidence was also adduced that at 10.30 p.m. on the 9th inst. the first four defendants were discharging coal out of their boat, No. 595 into the boat of the fifth and sixth defendants, No. 6,136. Three of the men were arrested in the water, one on another junk, and two on boat No. 6,136. There were about 15 tons of coal in No. 6,136. The sergeant-interpreter of No. 6 Station deposed that the defendants were brought to the station and charged as above. He read the charges over to them, and after warning them, took down their statements in writing, and the defendants signed the same, some by writing their names, and some by making marks. These statements were produced by Inspector Langley, who was in charge of the case. The defendants denied that they were transferring the coal; they were wrongfully accused; they were innocent. His Worship said he supposed they were if they were wrongfully accused. He also denied that the coal on the boat No. 6,136 was the property of the Mitsui Bussan Kaisha.

Ma On, a coal-dealer, deposed that he was a servant of the Swan Yin coal-house, at Wan-chai. He was not at the godown on the 8th inst.; there was no coal taken out of the godown that day. It was his business to be there when coal was discharged. No coal was given out that day to boat No. 6,136. He did not send any coal that day to Shagwan. He could recognise his coal when he saw it. The coal produced in Court was not his. He had no such coal in his godowns.

Lo Hong deposed that he kept a wine-shop at Shaukiwan. He did not receive any coal on the 8th inst. He did not sell coal. The defendants did not deliver any coal to him on the 8th inst. He got his coal from Lui Pak. He never saw any of the defendants on the 8th inst. He was always in his shop every day.

Mr. Hasegawa, re-called, stated that all boats of a 50 tons capacity, being only part-loaded, must remain alongside the steamer from which it has received the part cargo. Witness did not tell the boat No. 595 to go away.

The case was then remanded to this morning at 10 o'clock.

## YOUNG MEN'S CHRISTIAN ASSOCIATION.

A meeting of the active membership of the European Department was held on Wednesday evening at the Hongkong Christian Union Rooms, Beaconsfield Arcade, under the presidency of H. E. the Officer Administering the Government, Hon. F. H. May, C.M.G., for the purpose of completing the organization.

The constitution proposed—the metropolitan form, providing for various distinct departments—European, Chinese, &c., under one board of directors, was adopted.

The following strong committee of management was appointed to work out the details of the European department: Messrs. J. H. W. Armstrong, J. Dyce Ball, H. D. Bell, A. S. D. Conland, P. H. Holyoak, H. Harristown, A. J. Mackie, R. S. Piercy, W. A. Sims, H. W. Slade, S. E. Wenzborn, G. E. Woodward, and W. J. Wright.

At a subsequent meeting this committee elected its officers, as follows: Chairman, Mr. J. Dyce Ball; Vice-Chairman, Mr. P. H. Holyoak; Treasurer, Mr. H. W. Slade; and Recording Secretary, Mr. H. D. Bell.

The following gentlemen comprise the Board of Directors of the Association in general, having been elected at a previous meeting:—H. E. Hon. F. H. May, C.M.G. (President), Hon. H. E. Pollock, K.C., Mr. H. W. Slade, Major Benson, A.P.D., Messrs. P. H. Holyoak, W. J. Anstey, E.N., Ho U. Ming, A. Kh. Wee and W. J. Southam (General Secretary).

It is expected that the five commodious rooms of the Association, in the new Alexandra Building, at the junction of Des Vaux and Chester Roads, will be ready for occupation on the 1st March, and, it is needless to say, that those interested in the organization rejoice in the excellent promise there is of its complete success.—Contributed.

## SHIPPING NOTES.

## WEATHER OUTSIDE.

N.E. monsoon and fine was experienced between Hoihow and Hongkong by the *Italian*.

Strong N.E. monsoon between Koratsu and Hongkong was experienced by the *Ulabrand*.

Bad weather between Singapore and Hongkong was experienced by the *Capri*.

Fine weather between Foochow and Hongkong was experienced by the *Formosa*.

Fine weather between Shanghai and Hongkong is reported by the *Kawachi-maru*.

Very strong N.E. monsoon between Singapore and Hongkong was experienced by the *Kiautschou*.

## FREIGHTS.

Coastwise freights are more depressed than ever; quotations are as follows:—

Kutchinotsu to Hongkong (coal) \$2 per ton, Moji to Hongkong (coal) \$1.85 per ton, Moji to Singapore (coal) \$1.85 per ton, Java to Hongkong 20 cents per picul, Java to Japan 27 cents per picul. One settlement from Waku and Chinkiang to Canton at 15 cand. per picul is reported.

## DEBILIT OFF WAGLAN.

The a.s. *Petchaburi*—agents, Messrs. Butterfield & Swire—arrived from Bangkok, via Swatow, yesterday. The captain reports having passed a capized junk floating some nine miles E.N.E. of Waglan.

## MARINERS' DANGER REMOVED.

The commander of the Revenue s.s. *Cluettian* reports that he has removed the mast out of the sunken junk at the entrance of Bias Bay, and that the lowest soundings all over the wreck are eight fathoms reduced to low water springs. She is therefore no longer a danger to navigation.

## MAILS.

The P. & O. s.s. *Formosa*, Captain Barrow, arrived yesterday. She left Yokohama 24th ult., Foochow 8th inst.

A mail arrived by Messrs. Martz & Co's a.s. *Hailan* yesterday. She left Pakhoi 8th inst., Hoihow 8th inst.

A mail arrived by the Italian s.s. *Capri* yesterday. She left Bombay 17th ult., Singapore 29th ult.

A mail arrived from Swatow by the *Progress* yesterday.

A mail arrived by the s.s. *Petchaburi* yesterday. The *Petchaburi* left Bangkok 25th ult., Swatow 9th inst.

The N. Y. K. s.s. *Kawachi-maru* arrived with 14 bags of mail yesterday. She left Yokohama 28th ult., Shanghai 7th inst.

A mail from Cebu arrived by the *Hupei* yesterday.

## SHIPPING TRUSTS.

The smashing of the shipbuilding trust, says an American paper, seems to have put an end to one of New Jersey's most profitable sources of revenue. Trust-making is now a discreditable business.

## NEW FAR EASTERN DRY-DOCK.

A few days ago the newly-constructed dry-dock of the Bingsu Dock Company, Ltd., built on the island of Mitsunoshima, near Onomichi, Japan, was formally opened for public use. For an enterprise of magnitude, work of construction has proceeded with little knowledge of foreigners in Japan. The new dock is on the slopes of a hill; it is nearly 450 feet long. A wall of the hill, about a hundred feet in height, overlooks the dock. Decomposed granite forms the bed-rock, which is built of rough-hewn stone. At the far end the walls of the dock have not been built up with masonry, the rock being left uncovered with the object of facilitating a future extension contemplated. The enterprise has cost ¥350,000 so far, and another sum of about ¥30,000 is to be used in constructing a smaller dry-dock alongside. The present dock has a length over all of 420 feet, breadth on the sill of 65 feet, and a depth of about 30 feet. It was commenced in 1901. Centrifugal engines are used for emptying the dock.

## LATEST STEAMER MOVEMENTS.

The M.M. steamer *Annam*, with the next French mail, will leave Saigon to-day, at 5 p.m., for this port.

The N.D.L. steamer *Wurzberg*, from Hamburg, left Singapore for this port on the 8th inst., p.m.

The C.N. steamer *Wuchang* left Manila for this port on the 8th inst., and is expected here to-day, at daylight.

The C.N. steamer *Kaifong* left Manila for this port on the 9th inst., and is expected here to-morrow, at daylight.

The A.L. steamer *Vindobona* left Singapore for this port on the 9th inst.

The C.P.R. steamer *Tartar* arrived at Kobe at 7 a.m. on the 9th inst., and left again at 9 p.m. same day for Shanghai, where she is due to arrive at 8 a.m. on the 13th inst.

## XMAS AND NEW YEAR CARDS.

## RAPHAEL TUCK'S BEST SELECTION.

CARDS ILLUSTRATED WITH VIEWS OF HONGKONG AND CHINA.

PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION

## ACHEE &amp; CO.

PHOTO GOODS STORE,

12, QUEEN'S ROAD CENTRAL,

UP-STAIRS (Above Messrs. H. Price &amp; Co.)

Hongkong, 24th November, 1903.

## ARNHOLD, KARBURG &amp; CO.

ELECTRICITY DEPARTMENT.

SOLE AGENTS IN CHINA FOR:

THE ALLGEMEINE ELECTRICITÄTS GESELLSCHAFT, BERLIN.

MESSRS. KOERTING BROS., HANNOVER.

THE COMPANY OF WIRELESS TELEGRAPHY, BERLIN.

MESSRS. MIX &amp; GENEST, BERLIN.

PRIVATE ELECTRIC LIGHTING PLANTS A SPECIALITY

Fully detailed Estimates drawn up free of charge upon application to the above.

Hongkong, 3rd December, 1903.

## THE "AMERICAN PERIL."

M. Cheradame, the well-known author of works on the future of Austria and the Pan-Germanic peril, who has recently visited America, addresses an interesting letter to the *Paris Edair* on the so-called American peril. As the result of his enquiries into the question M. Cheradame has come to the conclusion that the "American peril" has not yet come into existence and that there is nothing to show that it ever will. The strange circumstance that a non-existent danger should be so frequently discussed in France is, in his opinion, due to two causes. In the first place, the idea serves the purpose of the dreamers who fancy that the moment has arrived for the creation of the United States of Europe. Secondly, the American scarecrow is too well calculated to promote German policy to be neglected by those who are in charge of it. According to M. Cheradame, there is no possible doubt on the latter point. From his own experience he affirms that it is more especially in German publications that the idea of a European league against the United States has grown and developed. He continues thus:—"Moreover, that conception is very natural in Berlin. If the United States are not in reality a danger for Europe, they certainly constitute a considerable hindrance for Germany. It is inconceivable that the realization of this obvious fact that innumerable articles have been published with the object of proving that the United States of Europe would be at the same time an excellent means of removing that hindrance and of the greatest service to the policy of the Hohenzollerns. The argument upon which those articles are based is simple. It may be thus summarised. Owing to the geographical situation and difference of climates, an economic federation of Europe would only be possible by excluding first Russia (which would put an end to the Franco-Russian alliance) and afterwards England (whereby a solid obstacle would be placed in the way of an understanding between Great Britain and the Western Powers of the Continent). This exclusion of Russia and England would have another formidable consequence—that is to say, the practical subordination to the German hegemony, first economic and afterwards political, of Austria, Italy, and France. . . . But the motive of this grand scheme is too transparent to deceive those against whom it is directed. It is less possible, for France than for any other European country to commit such a mistake." In the further course of his article M. Cheradame contends that France has sound reasons of a material and moral description for declining to take part in any coalition whatsoever against the United States of America, and confirms the view expressed by M. J. Cambon in addressing the French Chamber of Commerce in New York as to the desirability of a good understanding between the two nations.

At the end of an article entitled, "Settling the Far Eastern Question," the *San Francisco Chronicle* says:—"Not one of the European Powers, concerned in the present and future affairs of the Chinese empire has evinced the slightest disposition to intervene, although the reoccupation of the Manchurian capital must be understood by each as the Russian signal of permanent occupation of the territory. The inactivity of Japan is an evidence of its indifference. The silence of Great Britain indicates consent, for that country, as well as Japan, has had abundant foreknowledge of Russia's intention to make her stay in Manchuria permanent. These facts must therefore be taken as proof of the existence of a distinct understanding between the Powers concerned and Russia regarding Manchuria's future disposition. The withdrawal of the Russian troops from Yung-anpo, on the Yalu river, and the dismantling of the fort there, is, in fact, accepted in diplomatic circles in Washington as evidence that Russia and Japan are on the verge of an understanding affecting the whole Eastern question, by which the former will control Manchuria and the latter exercise superior rights in Korea. It is also assumed that concessions will be made to Germany in the Shantung peninsula, which will satisfy that Power. Later on it will probably appear that England has acquired such special rights in the Yangtze valley as she desires, and that France has been placed with concessions in the Chinese provinces adjoining the Annamese border." We do not quite understand whether the assumptions are the *Chronicle's* or those of Washington diplomatic circles; but they certainly are assumptions.

Settling a Question on Paper.

At the end of an article entitled, "Settling the Far Eastern Question," the *San Francisco Chronicle* says:—"Not one of the European Powers, concerned in the present and future affairs of the Chinese empire has evinced the slightest disposition to intervene, although the reoccupation of the Manchurian capital must be understood by each as the Russian signal of permanent occupation of the territory. The inactivity of Japan is an evidence of its indifference. The silence of Great Britain indicates consent, for that country, as well as Japan, has had abundant foreknowledge of Russia's intention to make her stay in Manchuria permanent. These facts must therefore be taken as proof of the existence of a distinct understanding between the Powers concerned and Russia regarding Manchuria's future disposition. The withdrawal of the Russian troops from Yung-anpo, on the Yalu river, and the dismantling of the fort there, is, in fact, accepted in diplomatic circles in Washington as evidence that Russia and Japan are on the verge of an understanding affecting the whole Eastern question, by which the former will control Manchuria and the latter exercise superior rights in Korea. It is also assumed that concessions will be made to Germany in the Shantung peninsula, which will satisfy that Power. Later on it will probably appear that England has acquired such special rights in the Yangtze valley as she desires, and that France has been placed with concessions in the Chinese provinces adjoining the Annamese border." We do not quite understand whether the assumptions are the *Chronicle's* or those of Washington diplomatic circles; but they certainly are assumptions.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent to the Manager, and should be accompanied by the full name of the subscriber, and the address to which the paper is to be sent. After that hour the supply is limited. Only supplied for cash. Telephone Address: Press, Codes: A.B.C., 6th St. Telephone No. 12.

## NEW ADVERTISEMENTS

## HONGKONG JOCKEY CLUB.

MEMBERS requiring PRIVATE STAND or STABLE accommodation within the JOCKEY CLUB Enclosure during the forthcoming Race Meeting are requested to apply in writing to the undersigned on or before WEDNESDAY, 16th December inst. By Order,

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 11th November, 1903. [3125]

## IN HIS MAJESTY'S COURT FOR SIAM.

## CITATION FOR LETTERS OF ADMINISTRATION.

NOVEMBER 19th, 1903.

In re CHUNG CHUN LONG (deceased), of Bangkok, Swatow, Canton and Hongkong.

IN virtue of an order of His Majesty's said Court bearing date this day, I do hereby summon and cite all and sundry persons to appear in the said Court in six weeks from the date hereof, and show cause, if any they have, why letters of administration of all and sundry the goods, chattels, Rights, and credits of CHUNG CHUN LONG, who died at Swatow on the 24th day of July, 1903, should not be granted unto LI KUI and YIN YONG, widow and eldest son respectively of the late CHUNG CHUN LONG, as in default thereof the Court will proceed to grant the same accordingly.

(Sd.) T. H. LYLE,  
Acting Registrar.

Bangkok, 24th November, 1903. [3421]

## THE DAIRY FARM COMPANY, LIMITED.

Town Office and Depot: Wendenham Street, Kowloon Depot: 57 Elgin Road.

## FARM AT PORTFOLIO.

THE Company is in a position to supply Residents with the Finest Quality DAIRY PRODUCE, AUSTRALIAN BUTTER, 45 and 50 cents per lb. STERILIZED MILK, for Invalids and Travellers.

S. A. SETH, J. WALKER,  
Secretaries.

Hongkong, 11th December, 1903. [3422]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED)

10 MURROW (SATURDAY),

the 12th December, 1903, at 2.30 p.m., at their

SALEROOMS, No. 8, Des Voeux Road

(Corner of Lee Hing Street)

A FINE COLLECTION OF

OLD CHINESE & JAPANESE

OLD BRONZES, COLOURED VASES,

JADES, ENGLISH POTTERIES, PEKING

CHAMBERNAISE WARE, SNUFF BOTTLES,

SILK EMBROIDERIES, &c., &c.

Also

A Great Assortment of PICTURES and

ENGRAVINGS.

Terms—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 11th December, 1903. [3423]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

on

FRIDAY,

the 19th December, 1903, and

SATURDAY,

the 20th December, 1903, commencing each

day at 2.30 p.m., at his SALEROOMS,

Dundell Street.

A FINE COLLECTION OF

JAPANESE ART OF RIOS and SILK

EMBROIDERIES.

Comprising—

FINE SATSUMA VASES and BOWLS,

OLD INTAID BRONZES, SILVER

MOUNTED LOUISONNES, ARTISTIC

CUT VELVET PICTURES and HANG-

INGS (by Nishimura).

Also

Some very Fine SILK EMBROIDERED

HANGINGS and SCREENS.

Terms—As usual.

On View from Thursday, the 17th December,

1903.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 11th December, 1903. [3420]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

## THE COMPANY'S Steamship

## "HAIMUN."

Captain Gibson, will be despatched for the above ports on SUNDAY, the 13th inst., at 7 A.M. For Freight or Passage, apply to

DOUGLAS LARPAK & CO.,  
General Managers.

Hongkong, 11th December, 1903. [3419]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO YOKOHAMA AND KOBE.

## THE COMPANY'S Steamship

## "VINDOBONA."

Captain Cohol, will leave for the above places on SATURDAY, the 19th inst., at 4 P.M. For Freight or Passage, apply to

SANDER, WIELER & CO.,  
Agents.

Princes' Buildings,  
Hongkong, 11th December, 1903. [3]

## NEW ADVERTISEMENTS

## VICTORIA REGATTA.

## WEDNESDAY AND THURSDAY,

16th and 17th DECEMBER.

## THE COMMITTEE OF THE VICTORIA

## RECREATION CLUB request the

pleasure of the Company of the Ladies of Hongkong on WEDNESDAY and THURSDAY, the 16th and 17th DECEMBER, at 1 P.M. on board the Sailing Ship "BRILLIANT," which has been kindly placed at the disposal of the Committee as a Flagship by Captain G. Cowlishaw.

The Ladies' Prize will be presented by Miss B. K. KELLEY, immediately after the race on THURSDAY, the 17th inst., at 3.30 P.M.

Through the Courtesy of Mr. Dixon, the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., the "FAME" will leave Blake Pier on each day at 12.30 P.M. and 1.15 P.M., to convey visitors on board the Flagship, leaving the Flagship 10 minutes after the last race on each day.

By kind permission of Lt.-Col. W. S. BRIDWOOD, and Officers, the Band of the 110th Mahratta Light Infantry will perform each day.

The Secretary's Lunch will leave Blake Pier each day at 12 P.M. sharp to convey rowing members to the Flagship.

Admission to the Flagship (Gentlemen) \$1.00 each day.

Tickets for Admission may be obtained from the Steward V.R.C.

HAROLD C. AUSTEN,  
Acting Hon. Secretary V.R.C.

Hongkong, 11th December, 1903. [3425]

## ALTERATION.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND F. OCHOW.

## THE COMPANY'S Steamship

## "THALES."

Captain Robson, will be despatched for the above ports TO-DAY, the 11th inst., at 7 A.M. For Freight or Passage, apply to

DOUGLAS LARPAK & CO.,  
General Managers.

Hongkong, 10th December, 1903. [3424]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD.

## HAMBURG-AMERIKA LINIE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "KIAUTSCH-OW."

OF THE HAMBURG-AMERIKA LINIE, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY, 10th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 17th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 17th December, at 9.30 A.M.

All Claims for damage must be sent in before the 22nd December, or they will not be recognized.

No Fire Insurance will be effected.

No Fire Insurance will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 16th December, 1903. [3]

## FOR SALE.

## A FULL-SIZED BILLIARD TABLE by

Thurston & Co., with Chandeliers, Ivory balls for Billiards, Pool, and Pyramids, several cues and rests, marking boards and other usual requisites.

Also

A Grand Piano by Brinsford & Co.

Apply to—

H. S. BRAND & CO.,  
Auctioneers, Pechow.

Hongkong, 10th December, 1903. [3407]

## CHEONG SHING

## GENERAL EXPORTERS.

## DEALERS IN

JEWELLERY, DIAMONDS, PEARLS,

PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERIES AND

PONGER SILK.

Wholesale and Retail. Prices very moderate.

No. 39, QUEEN'S ROAD CENTRAL

(Opposite Messrs. C. J. GAUPP & Co.)

Hongkong, 16th May, 1903. [3470]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## HOMeward PASSENGER SEASON.

On and after the 1st January, 1904, commencing with s.s. "COROMANDEL" from Shanghai on 12th January, and Hongkong on 16th January, the Passage Rates will be by

Mail steamers—

First Saloon Second Saloon

To London £65 £44

To Marseilles £61 £42

To Brindisi £61

Return tickets are issued at a fare and a half available for 2 years.

The proposed sailings are—

Departure from Hongkong—Connecting at Colombo

S.S. Coromandel January 16th S.S. Himalaya

S.S. Bengal January 30th S.S. India

S.S. Malte February 13th S.S. Maldiva

S.S. Chusan February 27th S.S. Arcadia

S.S. Ballarat March 12th S.S. Australia

S.S. Coromandel March 26th S.S. Oceania

S.S. Simla April 9th S.S. Mongolia

S.S. Bengal April 23rd S.S. China

S.S. Malte May 7th S.S. Himalaya

S.S. Chusan May 21st S.S. Arcadia

Good accommodation can be arranged on booking, in the connecting steamers at Colombo, which now include the new steamers Moldavia, Mongolia and Marjora.

## INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers are now: To London 1st Saloon £50, 2nd Saloon £35.

Return tickets available for 2 years can now be issued at a fare and a half.

When these steamers call at Marseilles, tickets can be issued to that port at 46s First Saloon £33 Second Saloon.

E. A. HEWETT,  
Superintendent.

Hongkong, 11th December, 1903. [2402]

## HIRANO WATER.

## THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. RYNNELL & Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [30]

## ENTERTAINMENTS

## THEATRE ROYAL.

## CITY HALL.

## THE HONGKONG AMATEUR

## DRAMATIC CLUB.

Will give PERFORMANCES OF

THE IMPORTANCE OF BEING EARNEST.

THIS EVENING

(FRIDAY) 11th DECEMBER, 1903.

SATURDAY, 12th DECEMBER, 1903.

MONDAY, 14th DECEMBER, 1903.

Commencing each Evening at 9 P.M. precisely.

Dress Circle ..... \$3

Stalls ..... 2

Pit ..... 1

No Half Price.

Tickets can be obtained at the Booking Office of the Theatre, City Hall.

Booking Office will be opened daily from 10 A.M. to 4 P.M.

Late Trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 24th November, 1903. [32-8]

## DANCING.

## MRS. DONALDSON (Daughter of

Professor F. F. WALLACE, of Ross-

mount Dancing Academy, Glasgow) has

pleasure in advertising a SECOND BEGIN-

NERS' CLASS to open in the CITY HALL

shortly.

Practice twice weekly...Fee \$10 a month.

Pupils will please enroll at the Robinson

Piano Co., Ltd.

Hongkong, 3rd November, 1903. [3313]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from

the MILITARY AUTHORITIES that

heavy GUN PRACTICE will take place from

Victoria Battery, between 10.30 a.m. and 1.30

p.m. on the 16th inst., and the residents within a radius

of one mile of the Battery are hereby warned to

keep the doors and windows of their houses open

on that date to prevent damage to buildings.

Practice will commence at 9 A.M. and end

about 11 A.M. if the range is clear.

By Command,

A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 5th December, 1903. [3408]

## GOVERNMENT NOTIFICATION.

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the MILITARY AUTHORITIES that

heavy GUN PRACTICE will take place from

Victoria Battery, between 10.30 a.m. and 1.30

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on that date to prevent damage to buildings.

Practice will commence at 9 A.M. and end

about 11 A.M. if the range is clear.

By Command,

A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 1th December, 1903. [3409]

## HOTEL TO BE LEASED.

THE Proprietor of the OCCIDENTAL

HOTEL, Elgin Road, Kowloon, is

prepared to lease the same. The Hotel is well

situated, contains 25 Bedrooms with Bathrooms

adjoining each, and is in every way well adapted

to the requirements of a first-class hotel

business. A good business is done, and the

Proprietor has satisfactory reasons for wishing

to retire. The books may be inspected by any

bona fide enquirer, and all particulars may be

had on application to the Proprietor at the

Hotel.

Hongkong, 24th November, 1903. [3433]

## ROYAL AERATED WATERS

## MANUFACTORY.

Factory & Office—West Point, Telephone 367

Depot—Lee House Street, Telephone 374.



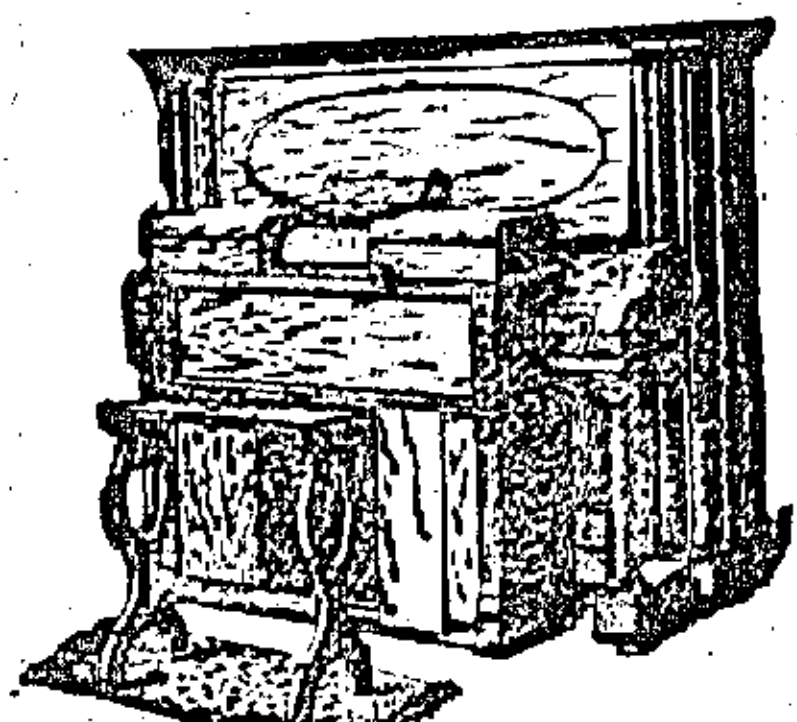
# THE ROBINSON PIANO COMPANY, LIMITED

## NOTE.

ENTIRELY  
NEW STOCK  
ARRIVING.  
SPECIALLY AND MOST CAREFULLY  
CHOSEN BY OUR  
MR. ROBINSON,  
NOW IN EUROPE.  
GREAT  
REDUCTIONS

in our present stock of Pianos and Musical  
Goods.

Our NEW MUSIC STOCK has arrived.



# THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL

THREE STYLES:  
PRICE FROM \$450 UP.  
PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave. Mrs. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

# HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work  
FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories.  
12, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.  
Established over 20 years. Importers and  
Exporters, Teakwood Furniture, Black-  
wood, Jewellery, &c., highest grade  
bed and breakfast, &c., Queen's Road  
Central.

## JEWELLERS

MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 14  
Watson's Building, Queen's Road, also  
at Shanghai, Manila, Paris and Hong-  
Kong.

## PHOTOGRAPHER

M. MUNEYA, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 14, Queen's  
Road Central.

## PRINTING

"DAILY PRESS" OFFICE  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sole Agents for  
Hartmann's Ration's Genuine Com-  
position Red Brand Brand.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sole  
Agents for Hartmann's Ration's Genuine  
Composition Red Brand Brand.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tools, Brass and Iron Merchants,  
144, Des Vaux Road.

## WATCHMAKERS

DEOZ & CO., Road Central. Repairs of  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## PURE SH WATER

THE HONGKONG STEAM WATER  
BOAT CO., LTD., is prepared to supply  
ANY QUANTITY of PURE FRESH  
WATER to the shipping, both for Deck and  
Boilers.  
Call Flag W.

J. W. KEW,  
Manager,  
at Floor, 37, Cananagh Road  
Hongkong, 3rd June, 1903.

# PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account  
of the year 1903 at the rate of Fifty  
Cents per Share (or Five Per Cent on the  
Capital of the Company) will be payable at the  
HONGKONG AND SHANGHAI BANK, Hongkong,  
on and after MONDAY, the 30th instant, on  
Warrants to be obtained from the undersigned.  
Local Shareholders are requested to apply at  
the Company's Office for their Warrants.

The Dividend will also be payable at the  
HONGKONG AND SHANGHAI BANK, Shanghai,  
on presentation of Warrants there, on and after  
the same date.

The REGISTER OF SHARES will be  
CLOSED FROM MONDAY, the 23rd instant,  
until MONDAY, the 30th instant, both days  
inclusive, during which period no Transfer of  
Shares will be registered.

By Order,

A. H. MANCELL,  
Secretary.

Hongkong, 14th November, 1903. [3156]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

THE SHARE CERTIFICATE No. 2335  
for Fifty shares, numbered 2201/2250  
inclusive, standing in the name of  
TOM GREAVES GOWLAND having  
been lost, NOTICE IS HEREBY GIVEN  
that unless the said Certificate be produced at  
the Office of the DOUGLAS STEAMSHIP  
CO., LTD., Victoria, Hongkong, before 17th  
DECEMBER, 1903, a new certificate for the  
said shares will be issued and the old certificate  
will thereafter be held by the Company as null  
and void.

DOUGLAS LARRAIK & CO.,  
General Managers.

Hongkong, 17th November, 1903. [3173]

HUMPHREYS' ESTATE AND FINANCE  
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that  
in accordance with the Special Resolutions  
passed on 31st October, and confirmed on 18th  
November, 1903, they are entitled on application  
to an allotment of one share for every two old  
shares held by them. Forms of application will  
be sent to every shareholder.

The sum of \$2.50 per share will be payable,  
on application, on or before the 4th of January,  
1904. Two months' notice of any calls will be  
given.

Shareholders desirous of paying on or before  
the 4th January, 1904, the whole amount  
payable in respect of their shares, can do so,  
and in such event will receive fully paid up  
scrip in exchange.

The new issue will rank for Dividend pro rata  
from 1st January, 1904, according to the  
amount paid on such shares on 4th January,  
1904.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st December, 1903. [3317]

CAMPBELL, MOORE & CO.,  
LIMITED.

HONGKONG HOTEL BUILDING.

XMAS 1903.

Just Received:

A GREAT VARIETY OF TOYS  
AND  
FANCY GOODS.

An Unique Assortment of  
CALEY'S XMAS CRACKERS.

TUCK'S XMAS, NEW YEAR, AND  
BIRTHDAY CARDS.

Various Artistic Designs.

Prices to suit all. Inspection invited.

Hongkong, 25th November, 1903. [3246]

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH.

REILEY'S, SCHULTZ'S, AMBERITE  
ED and KYNOC'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 8SSG. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT & CO.,  
Hongkong, 28th November, 1903. [11]

AMOY ENGINEERING CO., LTD., AMOY.

CALL FLAG E.

REPAIR WORK to Steamers and  
Launches. Castings in Brass and Iron.  
Moderate charges. Work solicited.  
J. D. EDWARDS,  
Manager.

Amoy, 3rd December, 1903. [3337]

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C. Scott's and Engineering Code  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 350 "

DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350 "

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
WITH POWERFUL SALVAGE PLANT  
READY AT SHORT NOTICE. 1877

# TAMMANY'S VICTORY IN NEW YORK.

The New York Herald of the 1st ult. says:  
Tammany scored a remarkable triumph in  
yesterday's election. Its entire city ticket has  
been elected by a plurality second only to the  
unprecedented sweep of 1902, when Color carried  
the city by 122,000 votes more than Odell, the  
Republican candidate for Governor. It was a  
land-slide in Manhattan and the Bronx and also  
in Queens, but an almost neck-and-neck struggle  
in Brooklyn and Richmond. Manhattan and  
the Bronx gave McClellan 50,450 more votes  
than Low; Brooklyn gives McClellan about 15,000  
plurality; Richmond is carried by Low; and the  
Tammany ticket has in the entire city a plurality  
for Mayor of 61,444. Discontent with the  
administration of the Excise Law and Tam-  
many's success in arousing partisan spirit will  
go far to account for this result. True, Mayor  
Low distinctly demanded that nothing more  
than the specific requirements of the excise  
statute should be enforced, and abolished former  
inequitable exploits of policemen in plain  
clothes. Nevertheless, even this liberal enforce-  
ment of the law was resented by an element in  
the population which has shown in the past  
that it puts freedom from restraint in this  
matter against all larger questions of civic  
administration.

The main influence, however, in giving the  
victory to Tammany, aside from its perfect  
machine, which, in this campaign, has been  
"aided" with unprecedented profusion, is the  
fact that a vast number of voters were induced  
to accept the statement that the issue was not  
merely one of good municipal house-keeping, but  
involved an advantage to one or the other of the  
great political parties. New York is a Demo-  
cratic city, and only with the aid of Democratic  
votes can any Fusion administration be possible.  
Make it appear that the issue is between  
Republicans and Democrats, and the vote of  
New York is a foregone conclusion. In the  
presence of the returns it is clear that Tam-  
many was successful in its efforts to  
excite partisan feeling and persuaded a  
vast number of voters that the success of the  
Fusion ticket would in some way affect the  
future of the Democratic party and national  
politics.

Edward M. Grant was elected Controller  
and Charles V. Fomes (President of the Board  
of Aldermen). These two men were originally  
on the Fusion ticket and were endorsed by  
Tammany, whereupon the Fusionists took their  
names from the Low ballots and nominated  
other candidates. It was the nomination  
of Grant and Fomes by Tammany that  
caused McLaughlin, the veteran leader of  
the King's County Democracy, to bolt and  
declare that he would not support men  
who were not Democrats. In spite of the  
defection, McClellan, Grant, and Fomes carried  
King's County. The management of their  
campaign there was taken over by State  
Senator Patrick McFarren when McLaughlin  
refused to aid.

A surprise was the small vote for William  
Devery, former Commissioner of Police, who ran  
on an independent ticket, which was given  
practically no support. This result shows a  
tremendous change of public sentiment since  
Mayor Low's election two years ago, when he won  
by 31,632. At that time he carried all the boroughs  
but Queens's, his plurality in Manhattan and  
the Bronx being 5,603; in Brooklyn, 25,767; and in  
Richmond, 736. To-day McClellan carried  
Manhattan and the Bronx by about 58,000, a  
gain of 23,000; Brooklyn by 6,000, a gain of  
31,000; and Queens by about 5,000, a gain of  
more than 4,000. This means a total net gain  
for McClellan of about 103,000, as compared  
with Shepard's vote of two years ago. Low  
carried only one borough—Richmond—by about  
200 votes.

The result was known early, and at 8.15  
Mayor Low sent a telegram of congratulation  
to McClellan—"I congratulate you on your  
election. If I can be of service to you, please  
command me." "Seli Low." The Mayor then  
said:—"I think that the telegram sums up all  
that I have to say today."

McClellan, who is at present a member of  
Congress, made the following statement:—"I  
am deeply grateful to my fellow-citizens for  
their confidence in me. I renew the  
promises which I have made before election.  
I have no bitterness of feeling for anyone.  
I shall go at once to Washington to prepare  
for the extraordinary session, and as soon  
as the question of Cuban Reciprocity is  
disposed of I will turn my attention to the  
affairs of the city. I invite the co-operation of  
every citizen, whether he supported me or not,  
and regardless of his political views, in the  
advancement of the city's good. This victory  
should encourage and unite all Democrats for  
the presidential contest in 1904."

# When Your Joints Are Stiff

and muscles sore from cold or  
rheumatism, when you slip and  
sprain a joint, strain your side  
or bruise yourself, Perry Davis'  
Painkiller will take out the  
soreness and fix you right in a  
jiffy. Always have it with you,  
and use it freely. USE

Painkiller

[1282-1]

Charles F. Murphy, the leader of Tammany  
Hall, said:—"The figures speak for themselves,  
and the people have spoken. Of course, we are  
pleased at the result. It bears out the figures  
we gave. If the election had been a week  
further off the chances are that Devery would  
have polled a larger vote than Low."

Of the five Borough Presidents voted for the  
Democratic candidates were successful in the  
Bronx, where Hoffman was re-elected; in  
Manhattan, where Alden had a big plurality;  
in Queens, where Cassidy won for the second  
time; and in Brooklyn, where Martin W.  
Littleton had a large plurality than McClellan.  
Littleton refused to support McClellan, Grant  
and Fomes, and lent his aid to McLaughlin in  
his latter's fight against Tammany. In  
Richmond (Staten Island) Cronwell (Fusion)  
was elected.

Returns from the State indicate the election  
of Republican Mayors in Elmira, Rochester,  
Albany, Binghamton, Watertown, and Oneida.  
In Oswego, Utica, Schenectady, Troy, and  
Amsterdam, Democratic Mayors were elected.  
Returns from all Assembly districts of the  
State give the Republicans a net gain of seven  
in the Assembly. The Senate holds over, and  
is strongly Republican.

## CHRISTMAS GOODS.

JUST LANDED—A LARGE Assortment  
of CADBURY'S CHOCOLATES,  
SWEETS, BONBONS, DRIED FRUITS,  
XMAS CARDS, TOYS, DOLLS, &c., &c.  
P. C. PATTELL & CO.,  
49, Lyndhurst Terrace,  
Hongkong, 8th December, 1903. [3392]

## "THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest,  
Profusely Illustrated, descriptive of the  
people, Customs, &c., of the Far East.  
The kindly Press criticisms, both Continental  
and American, that the production of this  
Magazine has evoked is eloquent testimony of  
the sterling merit of the publication.

Price ... .. \$1.50.

On Sale at "NORTH CHINA HERALD  
OFFICE, Shanghai;  
Messrs KELLY & WALSH  
Hongkong;  
and all leading Bookellers in the Far East  
Hongkong, 14th February, 1904.

## THE AMERICAN SYSTEM

DENTISTRY.  
DR. M. H. CHAUN,  
27, DES VEAUX ROAD, CENTRAL, HONGKONG  
Branch of the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [2490]

## LOST.

AN OLD FOX TERRIER DOG, White  
Body, Tan Head very evenly marked  
with dunn and shaggy spot on forehead. Finder  
will be rewarded (if necessary) on returning the  
dog to I. M. C., 16 Queen's Road.  
Hongkong, 8th December, 1903. [3309]

## PERILS OF FIRE.

DO not intensify damages by throwing  
water after fire.  
The "FIRE-RACER" will effectively over-  
power the enemy.

The handsome Tube in which the Fire-racer  
Powder is contained will be useful and  
ornamental in both dwelling-room and store-  
house.

Do not delay. Water if wasted, is not  
always accessible.  
Address—Agents,

THE MASTER FIRE GRAPPLING CO

Hongkong, 17th November, 1903. [3174]

## AUCTIONS

### PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction,  
TO-DAY (FRIDAY),  
the 11th DECEMBER, 1903, at 2.30 P.M., at his  
SALES ROOMS, 100, Queen's Road,  
A QUANTITY OF  
HOUSEHOLD FURNITURE

Also  
4 REVERSIBLE PILE CARPETS:  
And  
1 12-Bore FOWLING PIECE  
(Full Particulars from Catalogue).  
On View from Thursday, the 10th December.  
TERMS:—Cash on delivery.

GEO. F. LAMBERT,  
Auctioneer.

Hongkong, 9th December, 1903. [3394]

### PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction,  
TO-MORROW (SATURDAY),  
the 12th DECEMBER, 1903, at 2.30 P.M., at his  
SALES ROOMS, 100, Queen's Road,  
A QUANTITY OF  
FANCY SLITTINGS.

Comprising:—  
TWEEDS, CHEVIOTS, VICUNAS,  
FLANNEL,  
&c., &c., &c.  
On View from Friday, the 11th December.  
TERMS:—Cash on delivery.

GEO. F. LAMBERT,  
Auctioneer.

Hongkong, 9th December, 1903. [3404]

## NOTICE OF FIRM

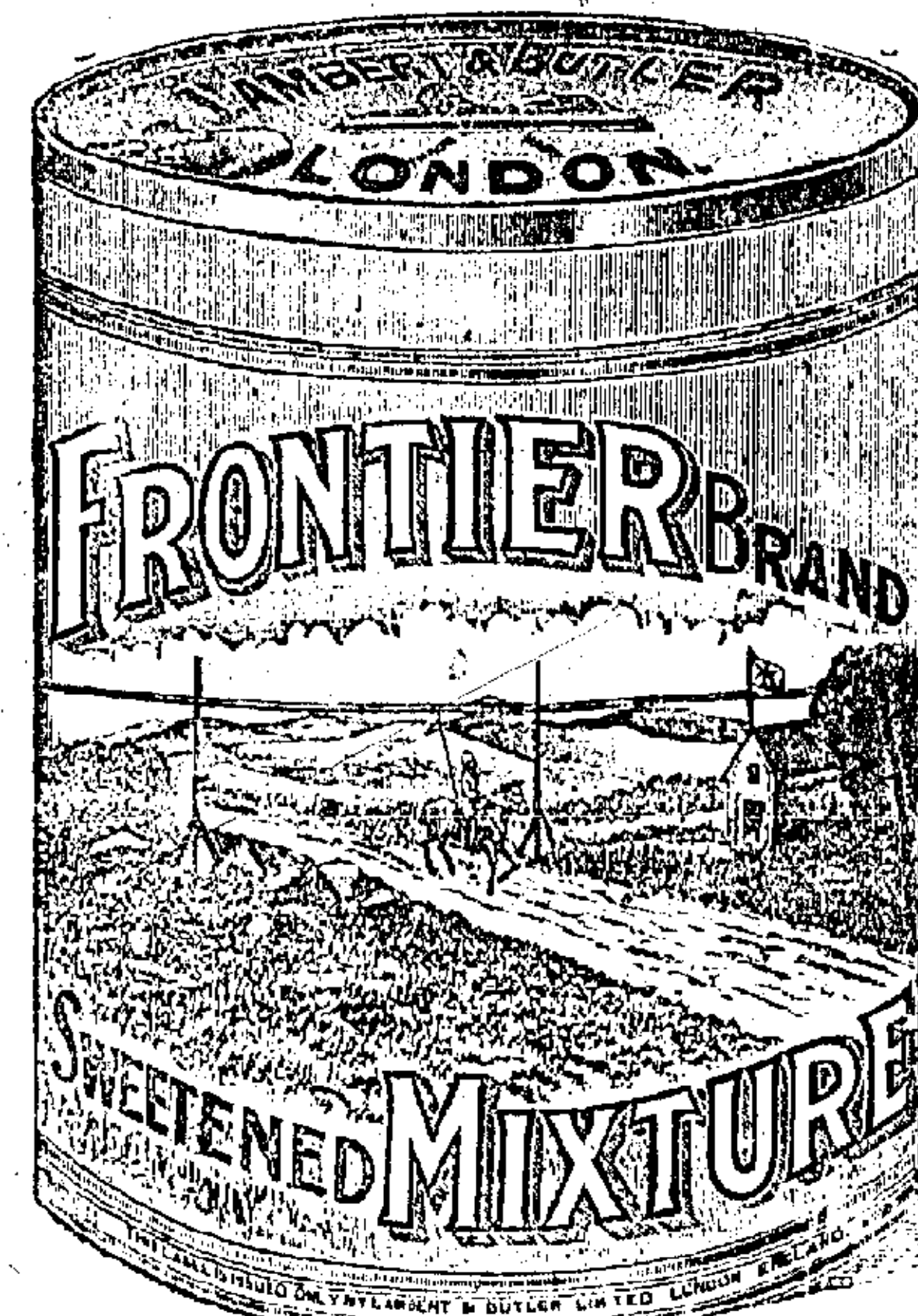
### NOTICE.

DURING my absence DR. FREDERICK  
KEW will continue my practice.  
CHADWICK KEW.

Hongkong, 9th December, 1903. [3403]

# FROM PIER TO PEAK

LAMBERT AND BUTLER'S FRONTIER MIXTURE IS SMOKED BY ALL  
HIGH-CLASS TOBACCO SMOKERS.



MANUFACTURED BY—  
LAMBERT & BUTLER'S BRANCH,  
BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. 143

# JAPAN COALS.

HEAD OFFICE:—1, SAKAGUCHI, TOKYO.  
LONDON BRANCH:—34, MARK STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDING, TEN HOUSE STREET

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakayama, Karatsu, Nagasaki,  
Kuchino, Suway, Maidzuru, Milke, Hakodate, Taipei, &c.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State  
Railways; Principal Railway Companies and Industrial Works; Hums and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Manada, Manuura, Onoura Otani,  
Sasahara Tsubakuro, Yoshinodani, Yoshio, Yumokibaru and other Coals.  
S. INOUE, Manager, Hongkong

# MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HONMACHI, MOJI, MINAMI-AIKAWA,  
OSAKA and KAIKAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong  
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Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries  
Maritimes de France, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies,  
&c. Sole Proprietors of Kanyagoto and Tenoura Coal Mines. Sole Agents for Kawanishi,  
Konatsugawa, Minami, Itojiri and Kunigahata Collieries.

K. UYEMURA, Manager

Hongkong, 4th March, 1903. [240]

# MELLIN'S FOOD

For INFANTS and INVALIDS.

Purely Vegetable and Untouched by Hand.

MELLIN'S FOOD is free from Starch. When prepared  
is similar to Breast Milk.

Mellin's Food Works, Beckenham, London, England.

# THE DAIRY FARM COMPANY, LIMITED.

S. A. SETH, Secretary.

J. WALKER,  
Manager.

Town Office and Depot: Wyndham Street,  
Kowloon Branch: 57, Elgin Road.

FARMS AT POKFULUM.

RESIDENTS are invited to test the quality  
of our Fresh Milk and other Dairy  
Produce.  
Hongkong, 8th December, 1903. [3386]

QUAN WAH & CO.,  
GRANITE MERCHANT CONTRACTORS.

Dealers in  
MARBLE and GRANITE  
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1903. [204]

A. LING & CO.,  
FURNITURE STORE.

PLATED, GLASS AND CROCKERY  
WARE, &c., &c.; and FOCOMOW  
LACQUERED WARE.

63, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [28]

# CARMICHAEL & CLARKE,

CONSULTING ENGINEERS  
AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong  
A.B.C. Code, 4th Edition  
A.I. Code.

Lieber's Standard Code.  
TELEPHONE, 22.  
Hongkong, 20th June, 1907. 1770

## MUSIC.

RAPID Taught given on the BANJO,  
R. MANDOLIN, SPANISH GUITAR,  
VIOLIN, &c. Terms moderate.

L. A. DE GRACA,  
58, Peel Street, or  
Care of Daily Press Office.  
Hongkong, 11th August, 1903. [2252]

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FILING 10 SHOTS in 2 SECONDS.



## SHIPPING.

**ARRIVALS.**  
Dec. 10, CAPRI, Italian str., 2,717, G. Belsito, Bombay 17th Nov. and Singapore 20th, General.—CARLOWITZ & Co.  
Dec. 10, FORMOSA, British str., 2,815, B. W. Snow, Foonchow 8th December, General.—P. & O. S. N. Co.  
Dec. 10, HALLAN, French str., 377, Andersen, Pakhoi via Hoihow 6th Dec., Pigs and General.—A. R. MARTY.  
Dec. 10, HUPH, British str., 1,206, Mathias, Lolo and Cebu 5th December, General.—BUTTERFIELD & SWIRE.  
Dec. 10, KAWACHI MARU, Jap. str., 3,789, H. Fraser, Shanghai 7th Dec., General.—NIPPON YUSEN KAISHA.  
Dec. 10, KAUTSCHOU, German str., 4,720, J. Behrmann, Bremen 28th Oct. and Singapore 5th Dec., Mails and General.—MELOHERS & Co.  
Dec. 10, PITCHABURI, German str., 1,375, G. Hillmann, Bangkok and Swatow 9th Dec., Rice and Wood.—BUTTERFIELD & SWIRE.  
Dec. 10, PROGRESS, German str., 682, F. Bremer, Swatow 9th December, General.—SILVERMAN & Co.  
Dec. 10, SUISANG, British str., 1,726, J. Young, Java 30th November, Sugar.—JARDINE, MATHESON & Co.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
10th December.  
Michael Jensen, German str., for Hoihow.  
Thales, British str., for Swatow.

**DEPARTURES.**  
10th December.  
AFRICA, Portuguese trapt., for Macao.  
BENEDICT, British str., for Nagasaki.  
BRITISH MONARCH, British str., for Calcutta.  
DAIWA MARU, Japanese str., for Tsingtau.  
DAIWA MARU, Japanese str., for Moji.  
DARBAR, British str., for Port Swatow.  
EISEN, German str., for Shanghai.  
GLENGARBY, British str., for Shanghai.  
HUSON, British str., for London.  
PIU YEN, French str., for Saigon.  
SELUN, Norwegian str., for Canton.  
TATROS, German str., for Saigon.  
YUNNAN, British str., for Canton.

**VESSELS IN DOCK.**  
10th December.  
ABERDEEN DOCK.—  
Kowloon Dock.—Tartar, H.M.S. Amphitrite, H.M.S. Moave, Kaipian, Hankow, U.S.A.T. Sacramento, An Pho, Kiangtung, Kinshin.  
COSMOPOLITAN DOCK.—Salamanka.

**VESSELS ON THE BERTH.**  
FOR CHEMULPO, DALNY AND PORT ARTHUR.  
(Calling at SHANGHAI.)

**THE Steamship**  
"PRONTO,"  
Captain Girard, will be despatched for the above ports TO-DAY, the 11th inst., at 5 P.M.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong, 9th December, 1903. [3401]

**NAVIGAZIONE GENERALE ITALIANA.**  
(Florio and Rubattino United Companies.)  
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
"CAPRI,"  
Captain Belsito, will be despatched as above on TO-MORROW, the 12th inst., at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents,  
Hongkong, 1st December, 1903. [4]

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)  
PROPOSED SAILINGS FROM HONGKONG, 1903.  
"ORONO" ..... 10th Dec.  
"LOWTHER CASTLE" ..... 15th Dec.  
"SIKH" ..... 24th Dec.  
"SAGAMI" ..... 5th Jan.  
"LENNON" ..... 15th Jan.  
"AFRIDI" ..... 27th Jan.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents,  
Hongkong, 17th November, 1903. [1125]

**HONGKONG-MACAO LINE.**  
S.S. "WING CHAI,"  
Captain Samuel Bell-Smith,  
Departures from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip Every Sunday, and takes only 24 hours to reach Macao.  
MING ON & CO.,  
2nd Floor, 16, Victoria Street,  
Hongkong 8th September, 1903. [121]

**FOR CANTON.**  
"SAN CHEUNG,"  
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
J. TREVOUX & CO.,  
No. 128, Connaught Road Central,  
Hongkong, 30th June, 1903. [1751]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	To-day, at Noon.
LONDON &c. via PORTS OF CALL	BALLAARAT	Brit. str.	C. R. Longdon	P. & O. S. N. Co.	19th inst., at Noon.
LONDON & HAMBURG	FLINTHURST	Brit. str.	J. M. Haffner	SHAW, TOMES & Co.	About 23rd inst.
LIVERPOOL	ACHILLES	Brit. str.	Lockhart	BUTTERFIELD & SWIRE	19th inst.
MARSEILLES, LONDON &c. v. S'PORE &c.	DIOMED	Brit. str.	Flaudia	BUTTERFIELD & SWIRE	22nd Jan.
MARSEILLES, LONDON & ANTWERP	KAWACHI MARU	Jap. str.	F. Davies	NIPPON YUSEN KAISHA	To-morrow, D'light.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.	Flaudia	BUTTERFIELD & SWIRE	15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	RINCO MARU	Jap. str.	F. Davies	NIPPON YUSEN KAISHA	22nd inst.
BREMEN, via PORTS OF CALL	DARDANUS	Brit. str.	C. Polack	BUTTERFIELD & SWIRE	15th Jan.
HAVRE, BREMEN & HAMBURG	YAGTSSE	Brit. str.	C. Polack	BUTTERFIELD & SWIRE	23rd inst., at Noon.
HAVRE & HAMBURG	K. ALBERT	Ger. str.	Forst	MELCHERS & Co.	23rd inst.
HAVRE & HAMBURG	ARAGORNIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	23rd inst.
HAVRE & HAMBURG	NUNBERG	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	23rd inst.
HAVRE & HAMBURG	AMERICA	Ger. str.	v. Binzer	HAMBURG-AMERIKA LINIE	23rd inst.
HAVRE & HAMBURG	WURZBURG	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	23rd inst.
ROTTERDAM & HAMBURG	SAVOIA	Ger. str.	Deinat	SANDER, WIELE & Co.	1st Jan.
TRIESTE &c. via SINGAPORE, &c.	CHINA	Aus. str.	Kyellach	DODWELL & Co., LD.	19th inst., F.M.
NEW YORK, via PORTS & SUEZ CANAL	ORONO	Brit. str.	F. Selby	McGREGOR, BROS & Co.	About 10th inst.
NEW YORK, via SUEZ CANAL	HIMERA	Brit. str.	Lockhart	SHAW, TOMES & Co.	16th inst.
NEW YORK, via SUEZ CANAL	NUBIA	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	About 21st inst.
NEW YORK, via SUEZ CANAL	E. OF JAPAN	Brit. str.	A. Christiansen	CANADIAN PACIFIC R. Co.	Quick despatch.
VANCOUVER, via SHANGHAI, &c.	TOBA MARU	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	16th inst.
VICTORIA (B.C.) & SHANGHAI, &c.	TREMONT	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	16th inst.
VICTORIA (B.C.) & SHANGHAI, &c.	KAGA MARU	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	16th inst.
VICTORIA (B.C.) & SHANGHAI, &c.	TYUBUS	Brit. str.	W. E. Craven	BUTTERFIELD & SWIRE	14th inst.
PORTLAND, OREGON	INDRASAMHA	Brit. str.	W. Ellis	PORTLAND & ASIATIC STEAMSHIP CO.	14th inst.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	W. Ellis	PORTLAND & ASIATIC STEAMSHIP CO.	14th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moss	HAMBURG-AMERIKA LINIE	14th inst.
YOKOHAMA & KOBE	AMERICA	Ger. str.	E. P. Martin	P. & O. S. N. Co.	About 15th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	JAPAN	Jap. str.	Cobol	SANDER, WIELE & Co.	14th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KAGURA MARU	Jap. str.	W. S. Hunter	NIPPON YUSEN KAISHA	14th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHINGTU	Brit. str.	F. L. Sommer	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAKATA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	To-morrow, D'light.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KAGOSHIMA MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	25th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	PRONTO	Ger. str.	Girard	HAMBURG-AMERIKA LINIE	To-day, at 5 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	PAKHOI	Brit. str.	Girard	BUTTERFIELD & SWIRE	14th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ANNAM	Brit. str.	Girard	BUTTERFIELD & SWIRE	About 14th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HUPH	Brit. str.	G. M. Montford	P. & O. S. N. Co.	About 19th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	15th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ANPING MARU	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	15th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	DAIJI MARU	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	MAIZURU MARU	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	THALES	Brit. str.	Robson	DOUGLAS LARPAK & Co.	To-day, at 7 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAUMUN	Brit. str.	Gibson	DOUGLAS LARPAK & Co.	13th inst., at 7 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	RORILLA MARU	Jap. str.	Ernest Bent	TOYO KISEN KAISHA	To-day, at 11 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ROBI	Brit. str.	R. W. Almond	SHAW, TOMES & Co.	15th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KAIFONG	Brit. str.	W. Ellis	BUTTERFIELD & SWIRE	15th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	EASTERN	Brit. str.	R. Rodger	SHAW, TOMES & Co.	19th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	30th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHINGTU	Brit. str.	W. M. Smith	DODWELL & Co., LD.	About 25th Jan.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SHAWMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	15th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	WUANG	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	To-morrow, Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CAIRO	Ital. str.	Bolsito	CARLOWITZ & Co.	29th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAKOSHIMA MARU	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	29th inst., at Noon.

FOR YOKOHAMA AND KOBE.

**THE Steamship**  
"AMERICA,"  
Captain Duckstein, will be despatched for the above ports on MONDAY, the 14th inst., at Noon.  
For Freight, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Hongkong, 9th December, 1903. [3372]

**COMPAGNIE DES MESSEGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.  
FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Company's Steamship  
"ANNAM,"  
Captain Girard, will be despatched for the above ports on or about MONDAY, the 14th inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, 8th December, 1903. [2]

**COMPAGNIE DES MESSEGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

**ON TUESDAY, the 15th December, 1903,**  
at 1 P.M., the Company's Steamship  
"ARMAND BENIC," Captain Flaudia, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.  
This Steamer connects at COLOMBO with the Australian line s.s. "Nema," bound for MARSEILLES via BOMBAY and ADEN.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon only on Monday, the 14th December. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.  
Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, 4th December, 1903. [2]

**THE AMERICAN ASIATIC STEAMSHIP COMPANY.**  
STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.  
"HIMERA," Captain Lockhart,  
will be despatched as above on or about MONDAY, the 15th DECEMBER.  
For Freight, &c., apply to  
SHEWAN, TOMES & CO.,  
General Agents,  
Hongkong, 4th December, 1903. [3319]

**NOT RESPONSIBLE FOR DEBTS.**  
NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE FOR ANY DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:  
"BRILLIANT," British 4-m. bark, Geo. Cowlishaw, Standard Oil Co.  
"GLENDON," British ship, Morrison—Standard Oil Co.  
"HELENA WYMAN," Amr. barge, D. A. Vanhorn—Captain.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
"INDRASAMHA" ..... 1,197 Tons. W. E. Craven ..... December 14, 1903  
"INDRAVELLI" ..... 4,899 Tons. R. P. Craven ..... January 14, 1904  
"INDRAPURA" ..... 4,899 Tons. A. E. Hollingsworth ..... February 18, 1904  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT,  
Hongkong, 17th November, 1903. [14]

**CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPERESS OF JAPAN" ..... 6,000 Tons. WEDNESDAY, 16th Dec.  
R.M.S. "EMPERESS OF CHINA" ..... 6,000 Tons. WEDNESDAY, 13th Jan. 1904  
R.M.S. "ATHENIAN" ..... 3,882 Tons. WEDNESDAY, 27th Jan.  
R.M.S. "EMPERESS OF INDIA" ..... 6,000 Tons. WEDNESDAY, 10th Feb.  
R.M.S. "TARTAR" ..... 4,425 Tons. WEDNESDAY, 24th Feb.  
R.M.S. "EMPERESS OF JAPAN" ..... 6,000 Tons. WEDNESDAY, 9th Mar.  
R.M.S. "EMPERESS OF CHINA" ..... 6,000 Tons. WEDNESDAY, 30th Mar.  
R.M.S. "EMPERESS OF INDIA" ..... 6,000 Tons. WEDNESDAY, 20th Apr.  
R.M.S. "ATHENIAN" ..... 3,882 Tons. WEDNESDAY, 27th Apr.  
R.M.S. "EMPERESS OF JAPAN" ..... 6,000 Tons. WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and really make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the CANADIAN OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. M. BROWN, General Agent,  
Pender Street

**OSAKA SHOSHEN KAISHA**  
REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR  
TAMU, via SWATOW  
TAMU, via SWATOW  
TAMU, via SWATOW  
ANPING, via SWATOW  
FOOCHOW, via SWATOW  
AND AMOY  
"DAIJI MARU" ..... WEDNESDAY, 16th Dec.  
"DAIJI MARU" ..... TUESDAY, 22nd Dec.  
"DAIJI MARU" ..... SATURDAY, 12th Dec.  
"DAIJI MARU" ..... TUESDAY, 15th Dec.  
"DAIJI MARU" ..... WEDNESDAY, 16th Dec.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a daily qualified doctor is carried.  
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
Hongkong, 11th December, 1903. [15]

**THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.**  
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D. M. BROWN, General Agent,  
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D. M. BROWN, General Agent,  
Pender Street

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.  
STREAMERS. DESTINATIONS. SAILING DATES.  
ARAGONIA ..... (HAVRE, BREMEN and HAMBURG) On 24th Dec. Freight.  
Capt. Forst ..... (Calling at Singapore and Colombo)  
NURNBERG ..... (HAVRE and HAMBURG) On 25th Dec. Freight.  
Capt. Jaburg ..... (Calling at Singapore and Panama)  
SAVOIA ..... (ROTTERDAM and HAMBURG) On 1st Jan. Freight & Passengers.  
Capt. Deinat ..... (Calling at Singapore)  
AMERICA ..... (HAVRE and HAMBURG) On 10th Jan. Freight.  
Capt. Duckstein ..... (Calling at Singapore and Colombo)  
WURZBURG ..... (HAVRE and HAMBURG) On 23rd Jan. Freight & Passengers.  
Capt. v. Binzer ..... (Calling at Singapore and Panama)  
ALEZIA ..... (HAVRE and HAMBURG) On 6th Feb. Freight.  
Capt. Schönfeldt ..... (Calling at Singapore and Colombo)  
NUBIA ..... (NEW YORK, via SUEZ) About end of December, or beginning of January.  
Capt. von Hoff .....  
For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

**NORTHERN PACIFIC LINE.**  
NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.  
PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.  
TREMONT ..... 9,806 Tons. T. W. Garlick ..... Saturday, December 19th  
VICTORIA ..... 3,502 Tons. J. Trubridge ..... Wednesday, December 30th  
LYRA ..... 4,417 Tons. G. V. Williams ..... Thursday, January 21st  
OLYMPIA ..... 2,837 Tons. A. Dixon ..... Friday, February 12th  
SHAWMUT ..... 9,806 Tons. W. M. Smith ..... Saturday, February 20th

\* Have no second class accommodation. † Cargo only.  
**FOR MANILA.**  
The largest, steadiest, and most comfortable steamers for Manila.  
S.S. SHAWMUT ..... 9,806 tons. W. M. Smith ..... About 28th January.  
S.S. TREMONT ..... 9,806 tons. T. W. Garlick ..... About 9th March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS,  
Hongkong, 8th December, 1903. [7]

**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP COMPANY).  
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STREAMERS. DESTINATIONS. SAILING DATES.  
KAWACHI MARU ..... (MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID) SATURDAY, 12th Dec., at DAYLIGHT.  
H. Fraser .....  
TOSA MARU ..... (VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA) TUESDAY, 15th Dec., at 4 P.M.  
A. Christiansen .....  
HAKATA MARU ..... (KOBE and YOKOHAMA) FRIDAY, 18th Dec., at DAYLIGHT.  
F. L. Sommer .....  
KAGOSHIMA MARU ..... (MOJI, KOBE and YOKOHAMA) FRIDAY, 25th Dec., at NOON.  
K. Kori .....  
BINGO MARU ..... (MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID) SATURDAY, 26th Dec., at DAYLIGHT.  
F. Davies .....  
HIROSHIMA MARU ..... (BOMBAY, via SINGAPORE and COLOMBO, B.C. and SEATTLE) TUESDAY, 29th Dec., at NOON.  
J. Nagao .....  
KAGA MARU ..... (VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA) TUESDAY, 29th Dec., at 4 P.M.  
N. Ohno .....  
KAGURA MARU ..... (NAGASAKI, KOBE and YOKOHAMA) WEDNESDAY, 30th Dec., at NOON.  
W. Scott Hunter .....  
YAWATA MARU ..... (SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE) WEDNESDAY, 30th Dec., at 4 P.M.  
A. E. Moss .....  
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers,



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HUMBATA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"YANGTZE"	On 13th December.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 23rd December.
GLASGOW and LIVERPOOL...	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL...	"KEEMUN"	On 8th January.

FOR	STEAMERS	TO SAIL
LIVERPOOL	"ACHILLES"	On 19th December.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.
MARSEILLES, LONDON and ANTWERP	"YANGTZE"	On 19th January.
LIVERPOOL	"DIOMED"	On 22nd January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ & YOKOHAMA.	"TYDEUS"	On 1st January.

The "YANGTZE" left Singapore on the 7th inst., and is due here on the 13th inst.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 9th December, 1903. [10-12]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KORE	"CHINGTU"	On 12th December.
SHANGHAI and CHINKIANG	"PAKHOT"	On 14th December.
SHANGHAI	"HUPEH"	On 15th December.
MANILA	"WUCHANG"	On 15th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KAIFONG"	On 16th December.
	"CHINGTU"	On 30th December.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 11th December, 1903. [11]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	"FORMOSA" B. H. W. Snow	Noon, 11th December	Freight and Passage.
YOKOHAMA, via SHANG- HAI, KOBE and KORE (Passing through the Island Sea)	"JAPAN" E. P. Martin, R.N.R.	About 15th December	Freight and Passage.
LONDON, &c.	"BALLAARAT" C. R. Longden	Noon, 19th December	See Special Advertisement.
SHANGHAI	"COROMANDEL" G. M. Montford, R.N.R.	About 19th December	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th December, 1903. [1]

## TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	Ernest Bent	3869	Friday, 11th December, at 11 A.M.
"ROSETTA MARU"	H. S. Smith	3875	Thursday, 17th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.  
K. NAKASHIMA, Manager.

Hongkong, 8th December, 1903. [478]



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 12th Dec., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 19th Dec., 10 A.M.
PERLA	1980	A. H. Noddy		

For Freight, or Passage apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.

Hongkong, 7th December, 1903. [17]

## EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

### FOR MANILA

**THE Steamship**  
"EASTERN."  
Captain W. Ellis, will be despatched as above  
on WEDNESDAY, the 16th inst., at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.  
For Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 5th December, 1903. [3371]

### EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

**FOR SYDNEY AND MELBOURNE.**  
(Calling at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)  
**THE Steamship**

"EASTERN."  
Captain W. Ellis, will be despatched for the  
above ports on WEDNESDAY, the 16th  
December, at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
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Electric Light.  
A Stewardess and a duly qualified surgeon  
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N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 24th November, 1903. [3231]

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

**STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.**  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

### THE Steamship

"BALLAARAT."  
Captain C. R. Longden, carrying His Majesty's  
Mail, will be despatched from this for  
Bombay, etc., on SATURDAY, the 19th  
DECEMBER, at Noon, taking passengers  
and cargo for the above ports.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay.  
Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 9th December, 1903. [1]



### AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

**STEAM FOR**  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRITISH  
INDIA, SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS.)  
**THE Company's Steamship**

"CHINA."  
Captain Irvell, will be despatched as above on  
SATURDAY, the 19th December, P.M.  
For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.,  
Agents.  
Princes Buildings.  
Hongkong, 25th November, 1903. [3]

### "SHIRE" LINE STEAMSHIP COMPANY.

**FOR LONDON AND HAMBURG.**  
**THE Company's Steamship**

"FLINTSHIRE."  
Captain J. M. Haffner, will be despatched for  
the above ports on or about MONDAY, the  
25th inst.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 8th December, 1903. [3388]

### NATAL LINE OF STEAMERS.

**THE Undersigned GENERAL AGENTS**  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS OF  
LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August 1897.

### CHINA NAVIGATION CO., LIMITED.

**HONGKONG-MANILA.  
REDUCED SALOON PASSAGE  
MONEY.**

**SINGLE, \$20; RETURN, \$35.**  
STEAMERS FITTED THROUGHOUT WITH  
ELECTRIC LIGHT. FIRST CLASS ACCOM-  
MODATION. UNVALUED TABLE DUTY  
QUALIFIED SURGEON CARRIED.

**BUTTERFIELD & SWIRE,  
AGENTS.**  
Hongkong, 4th July, 1903. [1964]

### "GLEN" LINE OF STEAMSHIPS.

**FOR NEW YORK.**

**THE Steamship**  
"GLENROY."  
Captain F. Selby, will be despatched as above  
on WEDNESDAY, the 16th December.  
For Freight, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 19th November, 1903. [3197]

### NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

### CONSIGNEES per Company's Steamer

"DARDANUS"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 8th inst.

Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined at 11 A.M. on the 16th inst.  
No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 16th inst. will  
be subject to rent.  
All Claims against the Steamer must be  
presented to the Undersigned on or before the  
23rd inst., or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th December, 1903. [10-12]

### NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**

"SIMLA."  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo—  
From London, &c., ex s.s. Victoria.  
From Calcutta, ex s.s. Sardaria.  
From Penang, Cebu, ex s.s. B. I. S. N.  
and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 P.M. To-day, the 7th inst.  
Goods not cleared by the 13th inst., at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignees and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 7th December, 1903. [1]

### "BEN" LINE OF STEAMERS.

**NOTICE TO CONSIGNEES.**

S.S. "BENLOMOND"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby inform-  
ed that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 13th inst. will be subject to rent.  
All Claims against the Steamer must be  
presented to the Undersigned on or before the  
20th inst., or they will not be recognised.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 7th December, 1903. [1338]

### NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND  
STRAITS.

**THE Steamship**

"GLENROY"  
having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

Goods not cleared by the 14th inst. will be  
subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognised.

McGREGOR BROS. & GOW.  
Hongkong, 7th December, 1903. [3384]

### PORTLAND AND ASIATIC STEAM- SHIP COMPANY.

**NOTICE TO CONSIGNEES.**

STEAMSHIP "INDRASAMHA,"

FROM PORTLAND (OR.), YOKOHAMA,  
KORE, AND MOJI.

The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for counter-signa-  
ture, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
No Fire Insurance will be effected by us in  
any case whatever.

ALLAN CAMERON,  
General Agent.  
Hongkong, 8th December, 1903. [14]

### ON SALE.

**BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, JANUARY to JUNE  
1903. With Index. Price \$7.50.**  
On sale at the Hongkong Daily Press Office.  
Hongkong, 25th July, 1903.

**VICHY'S**  
Genuine Natural Mineral Water  
SPRINGS OF THE FRENCH GOVERNMENT  
HOPITAL Diseases of the Stomach  
GRANDE GRILLE Liver complaints  
CELESTINS, Gout, Gravel, Diabetes  
VICHY-ETAT LOZENGES  
with the natural salts extracted from the Waters  
COMPRIMES VICHY-ETAT  
Allowing any one to prepare aerated  
drinks at home.  
BEWARE OF FORGERY

**The YOUNG  
AMERICAN  
CIGAR.**  
The FLAVOUR is  
exquisite.  
The AROMA  
delicate and fine.  
Smoked  
everywhere,  
NORTH, SOUTH  
EAST, and WEST,  
in fact  
ALL OVER THE  
UNIVERSE.

PRINTING OF ALL KINDS at the most  
moderate prices at  
THE "DAILY PRESS" OFFICE.  
All proofs are read and all work  
superintended by Englishmen. Always  
equal and generally superior to that  
done anywhere else. Estimates given.

## BUDWEISER BEER



EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
ANHEUSER BUCHS BREWING  
ASSOCIATION, ST. LOUIS.

This Beer is brewed of best Saazer Hops and  
finest Barley Malt only, and warranted not to  
contain Chemicals in any form.  
The Beer is sterilised after being bottled, and  
full mature age insures its fine condition in any  
climate. Beautifully bright, seductively spark-  
ling, and perfectly pure.

**F. BLACKHEAD & CO.,**  
Sole Agents.  
Hongkong, 25th July 1903. [2113]

## A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Op-  
pression in breathing, stifling sensations,  
Hoarseness, Laryngitis, Colds, with  
Whooping, Bronchitis, Catarrhal  
affections, and difficulty in Expec-  
toration, are promptly relieved by  
these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

## GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Gri-  
mault's Matico as the most active and at  
the same time the most innocuous remedy  
in the treatment of Acute and Chronic  
Discharges. The Capsules, unlike Copoba,  
have not the inconvenience of producing  
Nausea.

MATIOCO INJECTION is used in recent

AND

MATIOCO CAPSULES in the more chronic cases

GRIMAULT & Co., Paris, sold by all Chemists.

[192-5]

**When you feel Limp and Languid,**

When your head is dull and heavy, your tongue furred, your bowels  
costive, and you awake in the morning, lagged and worn out, with no  
relish for breakfast and dreading your work, be sure your stomach and  
liver need help. Indigestion is poisoning your blood and sapping your  
strength. Mother Seigel's Syrup will cure you. It will purify your blood  
and restore vigour and tone to your system. Take it daily after meals.

**SEIGEL'S  
SYRUP**

"I suffered for years from chronic indigestion and wind episms,"  
says Mrs. M. Moss, of 127, Quay Street, Ulm, N.S.W. "After eating  
I was tormented with terrible pains in the chest and beneath the  
shoulders. I lacked energy and was languid and weak, especially  
during the Summer. Four months ago I was induced to try Seigel's  
Syrup and when I had emptied only two bottles, all traces of indigestion  
had vanished."

**Will re-invigorate you.**

**"Here looking  
at you!"**

**RAINIER BEER**  
A. S. WATSON & CO., LD..  
HONGKONG AGENTS

of course it's

[1982-3]



